



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

May 14, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Item 5: Steering Committee Actions and Report of the Director

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates

These categories of materials were previously included under this agenda item, which was named the “Steering Committee Report.”



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

May 14, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on May 1, 2015, the TPB Steering Committee took the following actions:

- SR17-2015: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include additional funding for VRE-Rolling Stock Acquisition Project, as requested by the Virginia Department of Transportation (VDOT)
- The TPB Steering Committee approved Mayor Bridget Newton's nomination of Jeremy Martin to the Citizens Advisory Committee (CAC) and the nomination of Nancy Abeles to serve as a CAC alternate. The position became open due to the resignation of a member.

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE ADDITIONAL FUNDING FOR VRE-ROLLING STOCK
ACQUISITION PROJECT, AS REQUESTED BY THE VIRGINIA
DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of April 23, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$9.023 million in Flexible Surface Transportation Program (STP) funds in FY 2015 for the VRE – Rolling Stock Acquisition Project, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$9.023 in Flexible STP funds in FY 2015 for the VRE – Rolling Stock Acquisition Project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 1, 2015.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

April 23, 2015

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment for VRE-Rolling Stock Acquisition

Dear Chairman Mendelson:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Department of Transportation (VDOT) requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding to the VRE-Rolling Stock Acquisition Project (TIP ID 4534, Agency ID VRE0009). The proposed amendment adds approximately \$9.023 million in Flexible STP funds for the acquisition of expansion railcars.

The requested change is necessary as project funds must be included in an approved TIP in order for PRTC to access the funds through the Federal Transit Administration grant application process. The amendment will not impact the regional air quality conformity analysis as the project is not significant for air quality conformity purposes. Programming of these funds was anticipated in the most recent update of the CLRP Financial plan. VDOT staff has made appropriate revisions to the TPB's iTIP online database.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on May 1, 2015. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request. Should you have any questions, please contact Norman Whitaker, our Transportation Planning Director, at (703) 259-2799.

Sincerely,

Helen L. Cuervo, P.E.
District Engineer
Northern Virginia District

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Jan Vaughn, VDOT
Mr. Norman Whitaker, AICP, VDOT-NOVA

VirginiaDot.org
WE KEEP VIRGINIA MOVING



Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

April 13, 2015

Ms. Helen Cuervo, P.E.
District Engineer, NOVA
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Cuervo:

The Potomac & Rappahannock Transportation Commission (PRTC) requests a project amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to reflect an update in project funding. The project is already accounted for in the current conformity analysis or is a conformity-exempt transit project for the TIP. The change we wish to be made to the FY2015-2020 TIP is indicated in boldface in the attached spreadsheet and is outlined below:

- VRE-Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009). The proposed amendment will add \$9,023K in the construction phase of FY2015 using Flexible STP funds for the acquisition of expansion railcars.

PRTC requests that the Transportation Planning Board's (TPB) 2015-2020 TIP and the Commonwealth's FY2015-2018 STIP be amended to reflect the aforementioned change as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Betsy Massie at (703) 580-6113 or at bmassie@omniride.com. We greatly appreciate Mr. Whitaker's continuing assistance in facilitating this action.

Sincerely,

Alfred H. Harf
Executive Director

cc: with attachments: Betsy Massie, PRTC
Andrew Austin, MWCOG
Christine Hoeffner, VRE
Jan Vaughn, VDOT
Norman Whitaker, AICP, VDOT-NOVA
Andrew Beacher, VDOT
Marie Berry, VDRPT

OmniRide • Metro Direct • OmniLink • Cross County Connector • OmniMatch • VRE

Administrative Office: (703) 583-7782 • Customer Info: (703) 730-6664 • Toll Free: (888) 730-6664 • Fax: (703) 583-1377 • PRTCtransit.org

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Transit									
VRE - Rolling Stock Acquisition									
TIP ID: 4534 Agency ID: VRE0009		Title: Rolling Stock Acquisition						Complete:	
Facility: VRE Rolling Stock	Sect. 5307	80/20/0	3,574 c						
From: Systemwide	Sect. 5307 2	80/10/10	6,545 c	5,750 c	4,675 c	4,675 c	4,675 c	4,675 c	29,125
To:	Sect. 5309-FG	80/20/0	5,135 c						
	Sect. 5337 - SGR	80/10/10	13,793 c	4,146 c	1,931 c	1,931 c	1,931 c	1,931 c	13,801
	STP	80/13/7		9,023 c					9,023
Total Funds:									51,949

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. In addition, VRE has contracted with Motive Power for 25 locomotives and will be adding additional as funding becomes available. This project includes funding plus a new procurement of up to 42 railcars. for debt service of the rolling stock, spec development and construction oversight.,plus a new procurement of up to 42 railcars.

Amendment: Add Funding **Approved on: 5/1/2015**
 Add \$9,023,439 Flexible STP funding in FY 2015 for expansion railcars.



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

April, 24, 2015

Dear Chair Mendelson:

In January I nominated Deanna Holford, Alex Tremble, and Gary Hodge to represent Maryland on the TPB's Citizens Advisory Committee (CAC). I also nominated Tina Slater, Cherian Eapen, and Jeremy Martin to serve as Maryland's alternates to the CAC. The Board approved the nominations on January 21, 2015. Since that time, Deanna Holford has resigned her position on the CAC and is moving away from the region.

I am writing to nominate Jeremy Martin to fill Ms. Holford's position on the CAC. I would also like to nominate Nancy Abeles to sit as an alternate on the CAC to fill Mr. Martin's vacated space.

Attached to this letter I have included excerpts from the applications submitted by Mr. Martin and Ms. Abeles.

I hope that the Steering Committee considers these nominations favorably at the May 1, 2015 meeting.

Sincerely,

Bridget Donnell Newton

MAYOR
Bridget Donnell Newton

COUNCIL
Beryl L. Feinberg
Tom Moore
Virginia D. Onley
Julie Palakovich Carr

CITY MANAGER
Barbara B. Matthews

ACTING CITY CLERK
Sara Taylor-Ferrell

CITY ATTORNEY
Debra Yerg Daniel

Maryland

Jeremy Martin

5. Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am interested in serving my community, the City of Rockville, Montgomery County and the greater Capital Region by providing my perspective as a citizen, a user of multiple travel modes, a parent and a member of several other related advisory bodies in the City of Rockville and Montgomery County, Maryland. I believe that good transportation planning is essential to the interests of these communities, from narrowly defined quality of life issues such as congestion or a lack of efficient, safe and cost effective transportation choices to more profound challenges such as addressing climate change. In all these areas, transportation planning can only be effective if the communities served participate actively in the process and I am happy to play my part.

7. Please briefly describe your experience related to the interest areas you checked in question two that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.

I marked a few interests with a capital "X" where I have a more significant experience or interest and marked with a lowercase "x" areas in which I am interested to learn more and contribute ideas.

I serve on the Rockville Traffic and Transportation Commission and have been representing that committee on the Rockville Pedestrian Safety Task Force. I am also representing the Maryland Municipal League on the Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee.

I am employed as a Senior Scientist at the Union of Concerned Scientists where I work primarily on public policy related to biofuels and other transportation fuels. Our group, the Clean Vehicles Program, also works on vehicle efficiency standards and other areas related to reducing oil use and global warming pollution from transportation. While the work of the TPB is critical to this broadly stated goal, the detailed work of our program does not overlap significantly with TPB's work.

I routinely commute by bike and Metro, and often use bikeshare service, bus service, and also drive regularly. I have a son in middle school, a daughter with special needs and mobility challenges, and elderly relatives that give me an understanding of the diverse needs of the many users of our transportation system.

8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?

I participated in the Community Leadership Institute in Spring of 2013, and learned something about the role of TPB on that occasion.

Maryland

Nancy Abeles

5. Why are you interested in serving on the TPB's Citizen Advisory Committee?

Having previously served on local project-oriented civic advisories and various community coalitions and non-profit Boards, I learned that I have useful skill sets for and enjoy collaborating on successful solutions that serve infrastructure and civic needs of multiple and varied stakeholders. I want to find out more about how puzzle pieces of transit modes interact in pursuit of overall efficacy, including factors involving public spaces, technology, critical infrastructure, public safety, and, equally crucial, in their impacts upon people lives and their communities. Attending TBP's Community Leader Training Institute crystallized the process for me.

7. Please briefly describe your experience related to the interest areas you checked in question two that you feel may contribute to your effectiveness on the Citizens Advisory Committee. Also, list any relevant organizations or groups in which you participate that may relate to your service on the Citizens Advisory Committee.

I began by serving on the Bethesda BRAC Implementation Committee, where I learned the importance of integrated planning and multi-modal transit. I began self-educating about transit and planning by attending BRAC Planning Board hearings and work sessions, and expanded my perspective through regional conferences and forums such as MovingMontgomeryForward, the planners' streamed Zoning "Teach-In," the recent MoCo County Council's Growth Forum, and by participating actively in Bethesda Sector Plan workshops. I also read books, journals, and newspaper articles about related developments and news. I saw the need to understand the bigger picture to advocate effectively for both my community and to achieve multi-stakeholder consensus towards greater good. From observing at MoCo's RTS Steering Committee and Working Group, I progressed to active interactions and collaborated last summer with MDOT administrative staff in a small group of civic leaders to develop the organizational mission statement, goals, and membership criteria for BRT Citizens Advisory Committees—after advocating to establish their very existence through written and oral testimony to the County Council and meetings with councilmembers. I currently serve on the BRT 355 South CAC.

8. Is there any other information related to your serving as a member of the TPB Citizens Advisory Committee that you'd like to tell us about?

For non-profit organization and HOA purposes, I have worked in operational, policy, public outreach and promotion capacities. I also have a proven record in positioning and composition of project grant proposals. (My early career was in advertising, promotion, and public relations before working in arts organization administration and project management.)



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

May 14, 2015

TO: Transportation Planning Board
FROM: Kanti Srikanth *Kanti*
Director, Department of Transportation Planning
RE: Letters Sent/Received Since the April 15th TPB Meeting

The attached letters were sent/received since the April 15th TPB meeting. The letters will be reviewed under Agenda #5 of the May 20th TPB agenda.

Attachments



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

April 27, 2015

The Honorable James Inhofe
Chairman
Senate Committee on Environment and Public Works
410 Dirksen Senate Office Building
Washington DC 20510

The Honorable Bill Shuster
Chairman
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington DC 20515

The Honorable Barbara Boxer
Ranking Member
Senate Committee on Environment and Public Works
456 Dirksen Senate Office Building
Washington DC 20510

The Honorable Peter DeFazio
Ranking Member
House Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington DC 20515

Dear Chairmen Inhofe and Shuster, and Ranking Members Boxer and DeFazio:

On behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (MWCOCG), I transmit the attached board resolution and policy principles for the reauthorization of the federal transportation programs.

Our policy principles represent a common-sense approach to reauthorization. We urge Congress to enact legislation that will fund priority needs and promote effective planning and project development.

As we face the expiration of MAP-21, this moment offers an opportunity to demonstrate that our nation is still capable of taking care of its most basic needs as we plan for future generations. We urge Congress to act decisively and comprehensively.

Sincerely yours,

Phil Mendelson
Chairman
National Capital Region Transportation Planning Board

CC: National Capital Region Congressional Delegation (see attached)
National Capital Region Transportation Planning Board

National Capital Region Congressional Delegation

**The Honorable Ben Cardin
United States Senate
Maryland**

**The Honorable Tim Kaine
United States Senate
Virginia**

**The Honorable Barbara Mikulski
United States Senate
Maryland**

**The Honorable Mark Warner
United States Senate
Virginia**

**The Honorable Don Beyer
United States House of Representatives
8th District, Virginia**

**The Honorable John Delaney
United States House of Representatives
6th District, Maryland**

**The Honorable Barbara Comstock
United States House of Representatives
10th District, Virginia**

**The Honorable Donna Edwards
United States House of Representatives
4th District, Maryland**

**The Honorable Gerald Connolly
United States House of Representatives
11th District, Virginia**

**The Honorable Steny Hoyer
United States House of Representatives
5th District, Maryland**

**The Honorable Robert Wittman
United States House of Representatives
1st District, Virginia**

**The Honorable Christopher Van Hollen
United States House of Representatives
8th District, Maryland**

**The Honorable Eleanor Holmes Norton
United States House of Representatives
District of Columbia**



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

May 14, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Announcements and Updates

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

DATE: May 14, 2015

This memorandum provides a short update on the status of the projects funded by the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*. The \$58 million grant has sixteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia.

The TPB was briefed at their March 2015 meeting on the progress of the projects funded by the grant. At that meeting, TPB staff was asked to providing another update in May and a subsequent briefing in July. Background on the grant and details on its implementation were provided in the March memorandum and briefing provided to the Board.

[March 2015 Memorandum on the TIGER Grant](#)
[March 2015 Briefing on the TIGER Grant](#)

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. As of April 30, 2015 approximately \$27.2 million of the grant, or 46%, has been expended (compared to \$24.5 million and 42% as of February 28, 2015). TPB staff holds regularly meetings to discuss all aspects of the project implementation.

Significant Recent Accomplishments

The following five projects have completed significant tasks in the recent months and appear to be on track to be completed before the June 30, 2016 deadline.

1. *Real time passenger information (RTPI) display project (DC, MD, and WMATA)*: The third order of RTPI displays was installed, with a total of 150 displays now installed and successfully tested at locations in the District of Columbia, Maryland, and WMATA stations in Virginia. Twenty-nine displays remain to be installed (for a total of 179): seventeen at locations in the District in the next month and twelve at sites in Virginia once other work is completed.

2. *Georgia Avenue Bus Lane (DC)*:
Bus lane construction contracts were awarded in April 2015. Construction preparations are scheduled to start in June and the project to be completed in mid-2016.
3. *Takoma/Langley Transit Center (MD)*:
Construction of the steel structure of the transit center is in progress. Construction work is on track for an opening scheduled for October 2015.
4. *14th Street and Theodore Roosevelt Bridges to K Street Traffic Signal Optimization (DC)*:
DDOT implemented the new traffic signal timing plans for nearly 650 intersections in the downtown Washington DC core on Friday evening, April 24, 2015. Traffic conditions will continue to be monitored for several months to further improve traffic signal timing.
5. *Maryland Corridors' Queue Jump Projects (MD)*: Final design is nearing completion with 90 percent plans expected this month and the final plans due in June. Construction should start in July 2015 and the projects are scheduled to be completed by the end of the summer.

Critical Projects and Milestones

The following three projects have schedules that will take their completion close to the deadline of June 30, 2016.

1. *Transit Signal Priority (TSP) Project (DC, MD, and WMATA)*
 - Preparations for the prototype intersection test on VA-7 (Leesburg Pike) continue, with the test plan in final review and the fleet operation readiness testing plan schedule for May. The prototype test is scheduled to be conducted in June 2015 at a location in Virginia.
 - Installation of the TSP equipment should begin in June 2015. This involves the City of Alexandria and VDOT which have signed MOUs on their respective responsibilities and whose signals have the ability to support the technology. The City of Falls Church still requires a signal upgrade prior to finalizing their MOU and agreeing on installation dates.
 - The system will subsequently be tested in the District and in Maryland, with their respective, different wayside traffic signal technologies. DDOT is in the process of procuring the wayside technology for traffic signals in the District, with the contract award package to be submitted to the Council in May 2015. The contract includes options that it is anticipated will be exercised by Maryland and the City of Alexandria for installation on their corridors.
2. *Pentagon and Franconia-Springfield Station Improvements (WMATA)*
 - At the Pentagon transit station, 100 percent design is in the process of final approval and the procurement of the long lead items was initiated in April 2015. Pre-construction of pedestrian access, safety, and security improvements started in early May, starting with traffic preparations, electrical work, and guardrail installation. The construction schedule starts in June 2015, with a six month work period.
 - For improvements at the Franconia-Springfield transit station, construction bids are due this month with scheduled award by June 2015. The intention is for construction to start this summer with a seven month work period.

3. Alternative Bus Bays at Army Navy Drive (WMATA)

This project for a bus bay facility at the Hayes Parking Lot off Army Navy Drive will continue past the lifetime of the TIGER grant, which will fund only the first part of the project. The 100 percent design submittal is due July 2015, with award of construction in fall 2015. WMATA and the DoD continue reviews of a draft memorandum of agreement on responsibilities for the project.

Staff will update the Board on the status of the above projects and highlight any potential issues associated with the timely completion and utilization of the grant funds at the July 2015 meeting.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

DATE: May 14, 2015

TO: Transportation Planning Board

FROM: Kanti Srikanth,
Director, Department of Transportation Planning

SUBJECT: Briefing the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

SUMMARY:

This memorandum updates the activities taken by COG and a number of its public safety committees and by WMATA subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

BACKGROUND:

During its January 21, 2015 meeting the Board engaged in a brief discussion of the fatal incident on the Yellow line of the Metro rail at the L'Enfant Plaza station on Jan. 12, 2015. Given the Board's association with regional transit projects and its interest in and long standing support for the Metrorail system it was decided that the TPB's Steering Committee would stay engaged in monitoring the developments related to this incident. The Steering Committee was charged with keeping the Board apprised of: (1) the developments related to the Jan. 12, 2015 event, (2) any recommendations for actions that the Transportation Planning Board (TPB) would have to take, and (3) any information needed to inform the TPB as to how it can remain engaged with or offer support for the Metrorail system.

The Steering Committee discussed the matter during its February and March meetings and reported to the Board via two separate memos. In April, the Board was briefed by Mr. Stuart Freudberg, COG's Deputy Executive Director, and by Mr. Robert Troup, WMATA Deputy General Manager for Operations on the actions WMATA and COG Committees had taken actions to date.

April 2015 Briefing to the Board on Actions subsequent to the January 12 L'Enfant Plaza smoke incident

RECENT ACTIVITIES:

At the Metro Board of Directors Safety and Security Committee meeting on April 23, WMATA announced four additional early-action safety measures in response to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident. The additional safety measures were identified as part of Metro's

collaborative review with the National Transportation Safety Board (NTSB) investigation and are not formal NTSB recommendations. The following are in addition to the ten items that WMATA announced on January 22, 2015.

1. Initiating a multiyear maintenance program to replace or rehabilitate all 88,044 lights in Metro tunnels beginning next month.
2. Creating a dedicated maintenance crew to continuously clear tunnel passageways of debris, equipment or other potential obstructions across Metro's 100 miles of tunnel segments. This cleaning process may also help improve the performance of the bi-directional amplifiers utilized in radio communication in Metro tunnels.
3. Beginning this summer, review protocols of the alarms in the Rail Operations Control Center (ROCC) with the goal of separating critical alarms from non-critical notifications.
4. Establishing a quality audit process for ventilation system testing to ensure compliance with established maintenance and testing practices.

In regard to the second of these additional actions, the cleaning of tunnels requires the use of wash water in a manner that meets environmental requirements including protection of the wastewater treatment collection and treatment system. COG's Deputy Executive Director contacted senior management of DC Water and the Washington Suburban Sanitary Commission to determine the feasibility of managing the wash water needs of Metro.

Radio Communication and Enhanced Training

COG's Deputy Executive Director and supporting COG staff are continuing to assist the Fire Chiefs Committee in collaboration with WMATA and the District of Columbia Emergency Management Agency on four tasks to be completed in June in response to letters from Senator Mark Warner and Senator Barbara Mikulski. These tasks are as follows:

1. Implementation of a formal testing and corrective action program for radio communication. A tool has been developed by WMATA to record testing results and corrective actions which provides an active display of the radio system and enables first responders to have situational awareness of the system at all times, and to insure any outages are addressed in a more timely manner. WMATA is now conducting its own testing in addition to the jurisdictions, thereby further enhancing management of the radio communication system.
2. Development of a regionally standardized emergency evacuation training and exercise plan for first responders to the Metrorail system. This plan will include field training and exercises for all levels of first responders utilizing best practices from area jurisdictions and drawn from other transit systems in the United States and in other countries.
3. Updating the Metro Rail Transit – Fire/Rescue Emergency Procedures Policy Agreement 2011 which will formalize the new radio testing and corrective action procedures as well as the training plan.
4. Completing an expert consultant study seeking additional improvements to the existing radio system and cell phone communication system in Metrorail tunnels. This study is addressing short term fixes to improve system performance as well as identifying options for accelerating implementation of the new WMATA radio communication system currently scheduled for completion by 2021, as well as upgrades to the cell phone communication system.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Richard I. Roisman, AICP
Manager, Planning Data Programs

DATE: May 13, 2015

RE: Status of Follow-up Actions to the Regional Bus Staging, Layover, and Parking Location Study

At its March 18, 2015 meeting, the Board received a briefing on the Regional Bus Staging, Layover, and Parking Location Study. Following the briefing and discussion, in which the Board expressed considerable interest in follow-up actions, the Board directed staff to come back to the Board in May or June after following up with agencies and jurisdictions to identify next steps and a path forward to implementation.

A meeting of the study's Steering Committee and additional stakeholders who were not part of the Steering Committee (the National Park Service and D.C. Councilmember Charles Allen's office) was held on May 11, 2015. The May 11 meeting was attended by the National Park Service, DDOT, MDOT, VDRPT, WMATA, NVTC, PRTC, Loudoun County Transit, and DCOP. The group discussed the findings of the study, follow up actions and specifically the questions that came out of the March 18 TPB discussions (listed at the end of the memo). The group also discussed the findings of a separate National Park Service study that examines the needs and issues around tour buses.

There were three distinct outcomes of the meeting as listed below:

1. **Clarifications/Edits to the Study Report:** The group identified a set of clarifications and edits to the contents of the March 18 report, based primarily on written responses received from DDOT and NPS following publication to the TPB. Staff will develop these as a supplement to the report. This supplement will be shared with the Board once finalized by the Steering Committee and the additional stakeholders from the May 11 meeting.
2. **Follow-up to Findings of the TPB Study:** The group acknowledged that the TPB study was a logical conclusion of planning activities. The consensus of the group was that representatives of DDOT and the commuter transit agencies should work together to initiate a pre-implementation phase.

3. **Coordination of NPS Study Outcomes:** The NPS study is focused on tour buses and not on commuter buses. The TPB study included both commuter and tour buses. The NPS will be invited to participate in the TPB's Regional Public Transportation Subcommittee to coordinate the findings and outcomes of their study.

Staff is working with Councilmember Allen's office to schedule a briefing on the above outcomes from the May 11 stakeholders meeting in the context of the issues he raised on March 18.

Questions discussed during the May 11 meeting included:

- What can be done and when can it be done, particularly with regard to on-street solutions?
- Who takes responsibility for these post-study actions?
- How best to address the issues raised by Councilmember Allen (strong preference for off-street solutions over on-street solutions) and specific concerns about specific sites from the study report (on-street NW-14, off-street SE-6, SE-3, SE-2). Should these be examined as Phase 2 of the study to go from "potential sites identified" to "recommended sites for consideration" or would this be addressed as part of any follow up actions (bullet points 1 and 2 above)?
- What, if any, is the role of TPB staff going forward?

Metropolitan Washington Council of Governments

One Region Moving Forward

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

May 13, 2015

The Honorable Christopher Van Hollen
U.S. House of Representatives
1707 Longworth House Office Building
Washington, DC 20515

Dear Congressman Van Hollen:

As you know, the use of public transit in the Washington Metropolitan region is critical to the ability of our transportation system to operate without gridlock. It is for this reason, plus the important fact that a significant portion of federal workers rely on public transit, that Congress has provided a pre-tax monthly commuter benefit. However, as you know, on January 1st of this year the pre-tax monthly limit on the transit portion of the Commuter Benefit reverted back to an earlier level: it went from \$245 a month to \$130.

As a result of the reduction in the commuter benefit, WMATA estimates that as many as 8,000 fewer "full-fare" trips are made on Metro during an average weekday. Most of those are higher-fare trips from suburban stations, resulting in sharper revenue declines for WMATA. Thus, there are more cars on our already congested roads, and WMATA is financially affected.

The transit benefit reverted to \$130 because the higher level was subject to a sunset provision. That higher level was also equal to a longstanding tax-free benefit for automobile commuters – but the parking benefit has never been sunsetted. Accordingly, there now exists an incentive to drive, while using public transit has become more costly.

HR 990, the Commuter Parity Act of 2015, would address this situation. It would lower the parking commuter benefit and increase the transit commuter benefit to \$235. I write on behalf of the Transportation Planning Board to ask you to consider co-sponsoring HR 990. That legislation, or a measure similar to it, would significantly and positively affect the citizens of your district as well as the region.

Sincerely,



William Euille
Chairman, COG Board of Directors
Mayor, City of Alexandria



Phil Mendelson
Chairman, Transportation Planning Board
Chairman, Council of the District of
Columbia

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Metropolitan Washington Council of Governments

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Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

May 13, 2015

The Honorable Eleanor Holmes Norton
U.S. House of Representatives
2136 Rayburn House Office Building
Washington, DC 20515

Dear Congresswoman Norton:

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*Adjunct Member

May 13, 2015

The Honorable John Delaney
U.S. House of Representatives
1632 Longworth House Office Building
Washington, DC 20515

Dear Congressman Delaney:

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Prince William County

May 13, 2015

The Honorable Don Beyer
U.S. House of Representatives
431 Cannon House Office Building
Washington, DC 20515

Dear Congressman Beyer:

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Mayor, City of Alexandria



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Manassas Park
Prince William County

May 13, 2015

The Honorable Steny Hoyer
U.S. House of Representatives
1705 Longworth House Office Building
Washington, DC 20515

Dear Congressman Hoyer:

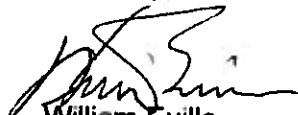
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Loudoun County
Manassas
Manassas Park
Prince William County*

**Adjunct Member*

**The Honorable First Last
Senator/Representative
United States Senate/House
Address 1
Address 2**

Re: COG Support of Maintained Federal Funding of WMATA

Dear Senator/Representative:

The COG Board of Directors strongly urges you to support maintained federal funding of \$150 million to WMATA to ensure continued and sustained federal investment in the nation's and this region's transportation system. Securing additional revenue sources dedicated to transportation is vital to maintaining our regional transportation system and keeping our growing National Capital Region moving forward.

Providing anything less than the federal commitment of \$150 million would jeopardize rider safety and the current successful partnership with Virginia, Maryland, and the District of Columbia. Reducing the current commitment could disrupt improvements to the system such as new rail cars and vital safety improvements required to implement the recommendations of the National Transportation Safety Board. With a large percentage of Metro's rush hour passengers being federal workers, the federal government cannot operate without Metro.

If the region is to maintain its current transportation system and make the needed capacity investments for the future to meet population and economic growth, significant additional transportation funding is needed.

The State of Maryland and the Commonwealth of Virginia both passed major transportation revenue acts in 2013, and the District of Columbia is dedicating increasing funding from its general fund for transportation improvements. These increases in transportation funding at the state level will make more investment possible for the Washington metropolitan region. However, the increased state revenues do not make up for the decline in spending power of the federal contribution, leading to a decrease in overall transportation funding. As the seat of the federal government, we, the region, are asking the federal government to do more to ensure regional mobility and prosperity.

The COG Board of Directors urges you to consider the critical role that safe, efficient, and sustainable transportation investment plays in the economy of the region and the workings of the federal government and workforce and to maintain the current federal

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funding level of \$150 million. If you have questions about the region's needs and support for renewed federal transportation funding, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "William Eulle". The signature is fluid and cursive, with the first name "William" and last name "Eulle" clearly distinguishable.

William Eulle
Mayor, City of Alexandria
Chairman, COG Board of Directors

cc: COG Board of Directors

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, DC 20002-4239**

RESOLUTION APPROVING A LETTER TO ENDORSE MAINTAINED FEDERAL FUNDING FOR WMATA

WHEREAS, the COG Board of Directors believes transportation planning and funding are vital to maintain and support the growing demand of the National Capital Region, the goals of Region Forward, the Regional Transportation Priorities Plan, and

WHEREAS, maintained federal funding of WMATA at \$150 million is essential to ensure improvements to the system such as new rail cars and vital safety improvements required to implement the recommendations of the National Transportation Safety Board; and

WHEREAS, the State of Maryland and the Commonwealth of Virginia both passed major transportation revenue acts in 2013, and the District of Columbia is dedicating increasing funding from its general fund for transportation improvements; and

WHEREAS, these increases in transportation funding at the state level will not make up for the decline in spending power of the federal contribution, leading to a decrease in overall transportation funding; and

WHEREAS, providing anything less than the federal commitment of \$150 million would jeopardize rider safety and the current successful partnership with Virginia, Maryland, and the District of Columbia; and

WHEREAS, as the seat of the federal government, we, the region, are asking the federal government to do more to ensure regional mobility and prosperity by providing a long-term and reliable source of transportation funds; and

WHEREAS, the COG Board acknowledges that maintaining federal funding is vital to maintaining our regional transportation system and to meeting the needs of our growing economy and population in order to keep our National Capital Region moving forward.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The attached letter regarding COG's support for Congressional actions in support of maintained federal transportation funding of WMATA be endorsed and disseminated by the COG Board of Directors.

I HEREBY CERTIFY THAT the foregoing resolution was approved and adopted by the COG Board of Directors at its regular meeting held on May 13, 2015.

***Monica Beyrouiti
Clerk to the Board of Directors***

**RESOLUTION R36-2015
APPROVING A LETTER TO ENDORSE MAINTAINED FEDERAL FUNDING FOR WMATA
PASSED BY COG BOARD OF DIRECTORS MAY 13, 2015**

RECIPIENTS

COG Region Congressional Members:

Congressman Don Beyer
Congresswoman Barbara Comstock
Congressman Gerald Connolly
Congressman John Delaney
Congresswoman Donna Edwards
Congressman Steny Hoyer
Congresswoman Eleanor Holmes Norton
Congressman Christopher Van Hollen
Congressman Robert Wittman
Senator Ben Cardin
Senator Time Kaine
Senator Barbara Mikulski
Senator Mark Warner

U.S. House Appropriations Committee Chairman:

Congressman Hal Rogers (Kentucky)

U.S. House Appropriations Transportation, Housing and Urban Development, and Related Agencies Sub-Committee Chairman:

Congressman Mario Diaz-Balart (Florida)

U.S. Senate Appropriations Committee Chairman:

Senator Thad Cochran (Mississippi)

U.S. Senate Appropriations Transportation, Housing and Urban Development, and Related Agencies Sub-Committee Chairwoman:

Susan Collins (Maine)